LARGE INTEREST IN CANAL WORK

Commission Will Provide and Own Most of the Machinery.

MITCHELL WAS HARDHEADED

Reason For His Resignation At Last Has Been Made Public.

(Special Correspondence of The Times-Dispatch.)

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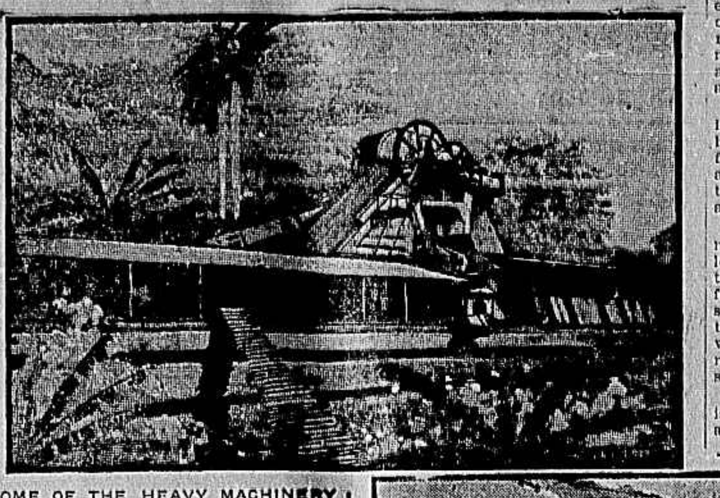
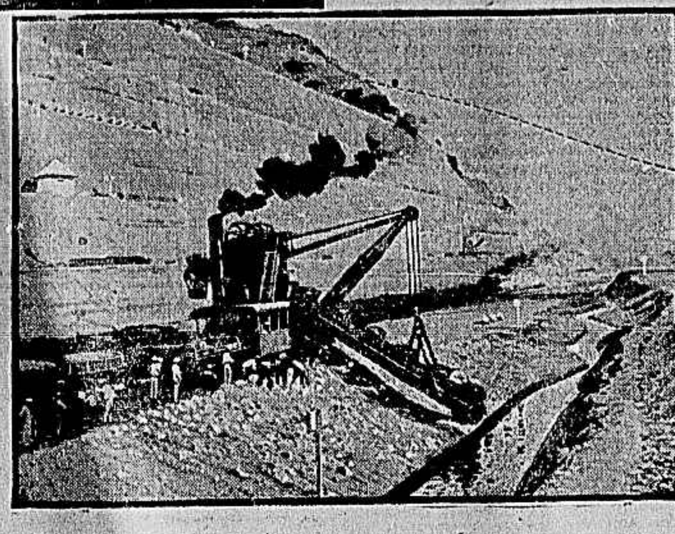
COLON, PANAMA, December 30.—One has only to look over the scene of future operations at Panama, and inspect the gigantic machines left strewn along the swamps by the Frenchmen to appreciate the enormous interest the work will have from an engineering standpoint. New records will be established; new methods introduced; new inventions and machines tested and new theories proven—all of which will be of greater importance to the engineering lore of the world than any enterprise ever yet undertaken by man.

New machines, costing thousands and thousands of dollars, have commenced arriving at Colon already, and several were unloading at the wharves during my visit. Although disastrous from almost every point of view, the De Lesseps enterprise taught engineers a great deal of the use of machinery, and the best types to be employed under such conditions as those existing here, and the writer notes with satisfaction the willingness of the American engineers to avail themselves of the knowledge thus gained. Much of the machinery abandoned by the French company is being repaired, and will be brought into use throughout the construction of the great ditch.



SOME OF THE HEAVY MACHINERY USED IN THE CANAL WORK.



Heavy American Cars.

The hundreds of small French locomotives are to be utilized, and, indeed, these are the subject of much approving comment by our machinists, the detail of the workmanship on them being regarded as better than that required by American practice. The steel cars used by the French for handling dirt prove too light, however, for use with American steam shovels. They will not stand the repeated dropping of several tons of rock at a time, and will be replaced with heavier American cars.

Many of the French dredging machines will be used, though of a type unfamiliar on this continent. An endless chain carrying a row of buckets, that scoop up the loose earth as they are dragged up a bank, is the principle upon which most of these foreign machines work. Some of them are so enormous in size that they cost a half to three-quarters of a million dollars. They will do a great deal of work, but are not regarded with much favor by Americans, who prefer smaller machines, that can be handled more quickly. The Suez type of dredges are swinging booms and dippers mounted on a barge or float. One of these (shown in illustration) is known as a double centrifugal machine and cost 3,500,000 francs. Such of the foreign dredges as are in fair order are being repaired and will be used for dredging the harbors, the approaches, and the swamp regions, being supplemented with American machines. Up to June 15th of the present year, twenty-nine steam shovels all of the Bucyrus type, had been ordered, also three large wrecking cranes, all of United States manufacture.

Proves Good Labor.

The commission will provide and own most of the machinery required for the canal work, partly because it was necessary to buy the French machines on the spot, and partly because American contractors would be loath to make heavy machinery investments for such distant employment. Nearly all the actual work of digging and dredging will be done by contract after the commission's engineers have laid out the various sections and determined the nature of the soil, as to relative proportion of earth, rock, etc. For the deep heavy work, such as in the Culebra cut, seventy-ton steam shovels, similar to those used in Lake Superior open-cut iron mines, will be the main dependence. Several of these machines now at work average over 1,000 cubic yards of broken rock daily.

There have also been ordered two of the largest size steam shovels ever made, ninety-five tons weight, and one of these has a record of over 800 cubic yards, removed in one hour, the enormous dipper picking up five yards at each lift. In order to form a better idea of what rapid work this is, let us compare it with manual labor. One good man, with a good shovel, can dig about a yard of rock out of a bank and throw it in a car in one hour; therefore, this great shovel, with a crew of only three men, did the work of 800 men, and it will average to do the work of 500 laborers the year around.

Where the digging is shallow the old system of cable-ways, as used on the Chicago drainage canal, will be employed to some extent.

Typical American Machine.

The earth-spreader is another typical American machine, of which a number are being ordered for the Isthmus. The largest size, weighing 100,000 pounds, will do the work of 1,000 men and consists of a heavy flat car, bearing a powerful engine and operative mechanism, and carrying a great wing or spreader on each side. It runs along a track, and the spreader levels the piles of earth that have been dumped on the sides.

It is not the intention of the writer to enter into a discussion of the merits of any controversy which has arisen out of the Panama Canal operations, but right here might be a good place to call attention to the manner in which more recent developments have vindicated the action of Chief Engineer John F. Wallace, criticised though it was.

The practical adoption of his scheme of building the canal by private contractors by the Washington officials is ample testimony to its excellence, and the conditions at the Isthmus as they appear to me, coupled with a personal knowledge of the opposition, and tangle at the capital, justify his action in the mind of the writer, and it is aparent to one who has visited the Isthmus and listened to the sentiment of the men who worked there under his regime, that had he not been interfered with by political and selfish interests, he would still be in charge of the work.

Why He Resigned.

The absolute impossibility of building the canal in a manner to conform to the verdant ideas of the American public, and the chaotic conditions created by official red tape were enough to disgust, although not discourage, such a man as this, whose hard-headed judgment in such matters won for him the appointment in the first place. He wanted a free hand to manage things as they should be managed, and being practically denied this he resigned.

Whether the canal shall be built by the government itself or shall be sub-let to contractors is a question as yet undecided. At present it appears probable that the latter method will be selected, though no one can tell how far official cupidity will go.

The immense success of this plan in the construction of the Chicago drainage canal recommends it strongly to the consideration of Panama authorities, as it is the cheapest and most expeditious method possible under average conditions. The scheme is to divide the route up into sections, each about one mile long, and let each section to a private contractor, who shall furnish and care for his own men. If this arrangement is adopted, which at present seems extremely probable, the work of making the great cut at Culebra, the summit of the divide, will doubtless be withheld from the general plan and performed by the government itself.

In any event, the present organization will retain control over the work, and the staff of engineers, under John Stevens, will direct the work of the subcontractors. In this way a canal, conforming to the ideas of the most eminent engineers of modern times, can be dug at a minimum of expense, time and risk; and there is little doubt of the commission advertising for bids as soon as the engineering plans are completed.

When Will We Have a Canal?

How much time will be required to build the canal? This question is often asked, and cannot be answered with entire satisfaction or any degree of certainty. It is possible, however, to figure how long it may take. Let us assume that the Culebra cut is to be reduced to sea level, and that the remainder of the work can be completed by the time this tremendous ditch is finished. In addition to the work already done at Culebra, there remain in this section of territory 100,000,000 cubic yards of earth and rock to be removed, or the equivalent of the total removal at Suez. About thirty-five average steam shovels could work on this division without interference. Working on one shift, ten hours a day, and making due allowances for stoppages, accidents and delays usual to large contracting work, they should average 300,000 yards per shovel, or, say, 10,000,000 cubic yards a year for the thirty-five shovels. With two shifts they could double this speed.

It will be at least a year before thirty-five shovels can be set to work; two years more may expire before the lighting system will be in order to permit of double shifts. Therefore, the best that can be hoped for is about 25,000,000 yards removal in the next three years, and 20,000,000 per year afterwards, or a total of seven years of cutting with the steam shovels, supplemented by two years more work in completing the canal ready for transportation. This would make 1913 the earliest date at which the canal could be completed, and some enthusiasts have declared that it will be opened in that year. But these do not reckon with serious accidents and interferences, which are practically certain, not to mention the dreadful yellow fever, which has heretofore proved the most serious obstacle, and against whose ravages no practical remedy has even been suggested. Conservative men say that the commission will do remarkably well if they are able to complete the canal by 1917, and that there should be no cause of complaint if it is not finished before 1920.

Competition in Ten Years.

In opposition to this is the opinion of certain eminent engineers, notably Isham Randolph, who built the Chicago drainage canal, and who thinks the great work will be completed in ten years. Mr. Randolph has taken into account probable accidents, and has made allowance for unforeseen difficulties, which may delay the work indefinitely, and his estimate is accepted as fairly accurate by expert engineers who have overlooked the ground.

That ships will be passing through the Panama Canal in 1915 seems possible to many, and some say it is a sure thing—but, I doubt it.

Certain Washington officials declare that from twenty to one hundred years will be required to complete the work, but these men are suspected of an alliance with the retarding movement, which, if anything, will delay the completion of the enterprise beyond fifteen years, and their estimates are not taken seriously by any one.

The Financial End.

Up to the present moment the Panama Canal has cost the United States $60,000,000, of which two-thirds went to buy the rights and property of the French company, $10,000,000 to satisfy the Republic of Panama, and the remaining $10,000,000 has been spent, or almost spent, in the work on the Isthmus. Just how this $10,000,000 has faded away without any material digging has been made public in a statement rendered to the commission by the disbursing department; the statement shows that there is still something like $1,300,000 on hand, but this is but a drop in the bucket compared to what will be required for the work.

Completing the Canal.

A statement made recently shows that in the thirty-six months which have elapsed since the appropriation was made, $784,035 had been spent for salaries of the numerous officials, while $129,262 was charged against "excavation." Altogether, up to June 1st, $4,009,959 had been expended, of which seventeen per cent., or $694,292 went for the expense of actual construction. Of the $581,663 which the report shows as expended for the salaries of men not engaged in "excavation," $14,329 was for the special commissioners appointed to assist the regular commission in making up their minds what to do, and $5,783 went to the offices of the Committee on Engineering. The rest was divided as follows: Department of administration, $124,920; department of government and sanitation, $67,305; department of construction and engineering, $231,010; for sanitation, $208,641; hospitals and asylums, $169,825; construction of water works, sewers and roads, $196,038; police and prisons, $67,594; machine shop expenses, $167,841; repairs to equipment, $75,524; construction and repairs to buildings, $805,100; purchase of shops and lands, $54,715; purchase of Panama Railroad stock, $155,657.

The probable expense of completing the canal can be calculated approximately. The former Isthmian Canal Commission estimated that the rock and earth removal would cost 80 cents a yard. Actual work in Culebra the past year shows that the cost will be only 50 cents a yard, so that the simple digging of this greatest ditch in the world will involve an expenditure of $125,000,000 if carried to sea level, and about $65,000,000 if the canal is constructed with locks.

Harbor dredging has been done in the United States in many places for nine cents a yard, or even less, but at such a distance and under the conditions that will govern work at Panama, it may well cost 25 cents a yard. The test borings have been sufficiently extensive at this time to show to practical men about what is to be encountered in both harbor dredging and swamp dredging, and, therefore, these costs are known with a close approach to accuracy. However, a great part of the expense may come with the unfigurable conditions growing out of yellow fever epidemics and general demoralization of both laborers, contractors and the engineering corps.

The total estimates of the cost of the canal have varied from a hundred and fifty to two hundred and fifty million, according to the plan, while the Congressional appropriation is 145,000,000, an amount generally agreed to be insufficient. Probably Congress thought it well not to begin by appropriating too liberally, as such works always seem to exceed the appropriations. The chances are that before the work is done $100,000,000 will have to be raised in addition to the appropriation, whether the canal is built at sea level, or with an elevated section through the Corderillas.

A Popular Bond Issue.

It is possible that this vast sum of money will not be taken bodily from the national treasury. A popular bond issue of $150,000,000 has been suggested, and it is likely that such a plan could be adopted satisfactorily. Financiers would be anxious to get hold of these bonds and the entire issue would sell to great advantage. The Spooner Act, upon which the original appropriation of $60,000,000 was made, authorizes a bond issue of $130,000,000, in gold bonds, and that this may be made a popular loan, the denomination of the securities has been fixed at $20 or multiples of that sum.

An appropriation of $100,000,000 would be a serious drain on the national coffers, and it has been suggested that the first proceeds of such a bond sale as that contemplated by the Spooner act be devoted to paying back into the treasury the $60,000,000 originally appropriated. This would place part of the burden of the canal bonds on a future generation, and would be but just, since that generation would reap the fullest benefit from the canal project. The bond clause of the Spooner act contains an authorization for the expenditures of moneys derived from the sale of canal bonds for any and all expenditures on acount of the canal, and it is believed that the making good of the deficit in the treasury caused by the original appropriation in this manner is within the power of the government.

A review of the entire project, as it stands to-day, gives one faith that America will add one more laurel to the national brow, by completing this truly stupendous work, and thus multiplying the world's commerce. Let us hope that it may be accomplished without any of the financial scandals that swamped the previous undertaking, and that are so apt to creep in where so much money is being spent; also that the terrible loss of life that acompanied De Lesseps's abortive endeavor may not find a repetition in his history that will be made in the coming decade.

THE TORRENS SYSTEM.

Both Friends and Opponents of Measure in Radford.

(Special to The Times-Dispatch.)

RADFORD, VA., December 30.—The Torrens bill has both friends and opponents in Radford. Captain John G. Osborne, one of the most intelligent and level-headed men in this section, heartily endorses it, and Judge Cassell, of the Hustings Court, wishes to see it become a law with certain amendments. Judge Selden Longley and Mr. Robert L. Jordan, Commonwealth's attorney for Radford, are opposed to the bill. Colonel Warner J. Kenderdine, postmaster and formerly agent for a big Philadelphia land company, says that he would be in favor of the measure but for the clause which makes it necessary to make a trip to Richmond in order to establish titles to property under dispute. That is one of the objections urged against it by Judge Longley. He says the passage of the bill would prove a feast for the lawyers, as there would be much litigation for years. He also claims that it would not suit country people, whose land is not laid off in squares, but in the most irregular forms, though it might be adapted to the cities.

Ex-Governor Tyler has the following to say of the measure:

"I regret that a pressure of engagements has prevented me from giving an earlier reply to your request for my views on the "Torrens System," and for this reason I have not been able to give as much time to the study of such a question as I should, before venturing to express an opinion.

"I had formed rather a favorable opinion of the measure from what I had heard of it in a general way; but I confess, after reading the bill and some able opinions, both for and against it, that I have fears that it will not prove as effective as is claimed for it.

"I am not a lawyer, and therefore will not venture to discuss the bill from a legal standpoint. This part will be attended to by the members of the legal fraternity; but as a citizen earnestly desiring the welfare of my State, I venture to express the opinion that any measure which proposes to make such a complete revolution in our land registry (or title) system may well excite apprehension.

"The flame of fire in every revolution is easier to kindle than to quench, and an injurious bill is more easily defeated in its incipiency than repealed or amended after once enacted into law, especially with an army of officeholders to back it.

"That this measure will foist on the people a vast number of officers and an expensive system of machinery cannot be doubted. The bill provides for a separate judge to preside in Richmond, at a salary of four thousand dollars, and at least two assistants.

"Recorders or examiners in each county and city, with clerks, clerks' offices, stationery, vaults, etc., and all to be paid for by the land owners. In all conscience, haven't we already offices and expensive machinery enough.

"But granting that the ends would justify the expenses, would it be the wisest and the best policy for a State or government to make it too easy for a land owner to part with his home? Would it not be best to encourage him to hold on to it? A nation's truest defender is ever found in the home owner and the home lover. To my mind the fact that a man's home can be transferred as easily as a certificate of stock is not an advantge, and in many instances would bring untold suffering on helpless women and children, and remorse when time for reflection would have prevented.

"It will produce heart burnings and disputes and heavy cost, that could be avoided in many cases, to those who may not desire to register their lands. If one neighbor makes application for registration it puts all adjoining land owners on notice, and in case of dispute as to lines, laps, etc., it must be settled in court at Richmond, and in most cases the services of a lawyer will have to be secured. Are the land owners ready for the opening up of such troubles?

"But not dwelling on the great necessary expenses in changing from the present system of land recordation to the new certificate plan or the danger of loss of home, or of trouble among neighbors, there is another very serious aspect in which the matter presents itself to me.

"At present lands are admittedly assessed below their selling value, and what they are seemingly worth, but in reality much higher than personalty is assessed, and much more difficult to pay. Under the new system, what is to prevent assessments on the face value of the certificates, and in view of the fact that they will be wanted for exchange or collateral purposes, will there not be a disposition to give them a commercial value rather than a land assessment value? May this not be the object of the measure, especially when it is claimed the system "will augment the revenues of the State, from the increased value of her lands."

"A measure so far-reaching in its effects ought to be thoroughly understood by the people and carefully considered by the Legislature before being enacted into law."

Lives Saved By Chewing Gum.

An incident recently occurred in Wisconsin which rises up, so to speak, in reproach and refutation of those who declaim against the chewing-gum habit, especially when indulged in by members of the fair sex. The incident referred to, as related in a newspaper dispatch, occurred on a lake in Wisconsin. A woman was crossing the lake in company with her husband, a guide, when the birch canoe struck a rock, and a hole was opened in the side flush with the waterline. The woman quickly patched the leak with a quid of chewing-gum, and thus repaired the boat, reaching the shore in safety. Who will say now that the chewing-gum trust has not a sufficient raison d'etre.—Leslie's Weekly.

NEWS OF HORSES AND HORSEMEN

Robert Bradley, Master of Greenway Farm, a Man of His Own Methods.

SAME FIGURES FROM ENGLAND

Brood Mares for Annita Stud. Greenway Sires—Sue Norfolk, Great Brood Made.

From Washington most of Robert Bradley's horses were shipped to Greenway farm, near Wilcox Wharf, in Charles City county, which is the headquarters of the tall Virginian, to be wintered, though a small string was made up for New Orleans. Of the latter division, the best-known member is Peter Paul, and, the brown son of Aloha and Eminence, is likely to be kept very busy right along until the close of winter racing at the Crescent City; in fact, a man has offered to bet that the brown gelding would start no less than fifty times. However, it may be pertinent to add that Mr. Bradley, the man of methods peculiarly his own—bold, fearless and rugged in manner, yet kindly disposed withal—has really far more feeling for his horses than he is generally credited with, as the members of his stable are not run to death in trials, but do their work rather in actual contests for the money. This may be open to criticism, of course, but the system that has furnished a "Traverser" and others of class, among them the home-bred horse Boney Boy, conqueror of the famous Imp; Robert Waddell, an American derby winner, and Peter Paul, the busiest two-year-old winner of his year, must not be passed as wholly without merit.

* * *

Writing under recent date from London to The Thoroughbred Record, Lexington, Ky., Philip J. S. Richardson sends the following information, which is highly entertaining and instructive:

"The recent vast sum won in stakes by Mr. J. R. Keene's Melton colt, Sysonby, enforces a comparison with the winnings of other horses. What these have been in the States your readers will know far better than I, but it might interest them to see a few figures from England.

"First a word as to what are our big plums."

The richest two-year-old race is the National Breeders' Produce Stakes, run at Sandown Park in July, and worth about £4,350 to the winner. Next comes the Imperial Produce Plate at Kempton Park, in early October, of £2,500 (I give the figures of the winner only). The Coventry Stakes at Ascot, the Prince of Wales Stakes at Goodwood, the Champagne Stakes at Doncaster, and the Middle Park and Dewhurst Plates at Newmarket are some of the most important two-year-old events, and are all worth about £2,000 to the winner.

The greatest sum ever won by a two-year-old was the £16,487 netted by Donovan in 1888, next being the £13,502 of Pretty Polly in 1903. It is quite the exception for a horse to win £10,000 during its first season on the turf.

During its three-year-old career the horse takes part in the "classic" races. These are:

The Two Thousand Guineas, of £5,250, at Newmarket, for three-year-olds, colts and fillies.

The One Thousand Guineas, of £4,000, at Newmarket, for three-year-olds, fillies only.

The Derby Stakes, of £6,450, at Epsom, for three-year-olds, colts and fillies.

The Oaks Stakes, of £5,000, at Epsom, for three-year-olds, fillies only.

The St. Leger Stakes, of £4,750, at Doncaster, for three-year-olds, colts and fillies.

There are many weight-for-age races open to three-year-olds, as well as all the handicaps. None of the handicaps, however, are very valuable, £2,500 being quite the limit.

The most ever won by a house in its second year on the turf, i. e., as a three-year-old, is £38,666 (Donovan in 1889). Next comes the £37,415 gained by the Duke of Westminster's Flying Fox in 1899.

There are no big races confined to four-year-olds, but the following is a list of the principal weight-forage events. Sometimes they are won by three-year-olds, but generally those of that age are busy with the classics.

The Gold Cup, of about £3,260, at Ascot, for three-year-olds and upwards.

The Princess of Wales Stakes, of £7,450, at Newmarket, for four-year-olds and upwards.

The Eclipse Stakes, of £9,285, at Sandown, for three and four-year-olds.

The Jockey Club Stakes, of £7,450, at Newmarket, for three-year-olds and upwards.

The Gatwick Stakes, of £8,750, at Gatwick, for three and four-year-olds.

In each case the value to the winner only is given.

I will just close with a list of what some of our best horses have actually done.

Owner. Horse and Date.	2 Yrs.	3 Yrs.	4 & Up.	Total.
Col. H. McCalmont—*Isinglass, 1892-5	£ 4,577	£16,880	£34,013	£57,455
Duke of Portland—Donovan, 1888-9	16,487	38,696	......	55,183
Sir J. Miller—Rock Sand, 1902-4	7,479	18,495	19,719	45,618
Duke of Westminster—Flying Fox, 1898-9	3,675	37,415	......	40,090
Mr. W. Bass—Sceptre, 1901-4	2,425	23,185	12,633	38,253
Duke of Portland—Ayrshire, 1887-9	6,665	8,675	20,660	35,900
Major E. Loder—**Pretty Polly, 1903-5	13,603	18,440	3,430	35,363
His Majesty—Persimmon, 1895-7	2,651	19,515	12,665	34,731
Baron de Hirsch—La Fleche, 1891-4	3,415	25,652	5,635	34,703
Mr. L. de Rothschild—St. Frusquin, 1895-6	9,623	23,343	......	32,965
Duke of Westminster—Orme, 1891-3	8,174	13,053	11,329	32,356
His Majesty—Diamond Jubilee, '99-01	1,300	27,985	......	29,185
Duke of Westminster—***Ormonde, 1885-7	3,006	21,552	3,906	28,465
Mr. A. W. Merry—Surefoot, 1889-91	2,411	14,322	11,596	28,328
Mr. J. Gubbins—Galtee More, 1896-7	4,575	22,437	......	27,012
Mr. J. Gubbins—Ard Patrick, 1901-3	3,671	7,425	16,470	26,896
Lord Rosebery—Velasquez, 1896-8	6,863	9,355	10,370	26,603
Mr. C. D. Rose—Cyllene, 1897-9	7,015	14,603	4,012	25,630
Gen. Pearson—Lord Lyon, 1865-7	3,625	20,350	1,310	25,285

*Isinglass was only once beaten.
**Pretty Polly never beaten in England, but once in France.
***Never beaten.

* * *

A. D. Payne, of the Annita Stud, Charlottesville, Va., attended the recent sales of thoroughbreds at Lexington, Ky., and purchased some wellbred brood mares. Among the wellbred patrons obtained by him being Carmald, bay mare, 6, by Longflight, dam Carsona, bred to Goldcrest; Fairfield Maid, chestnut mare, 17, by Hagioscope, dam Fairy May, bred to McDowell, and Total, chestnut mare, 11, by Standard, dam Oriska, bred to McDowell. Thomas G. Herring, of Harrisonburg, Va., was also a purchaser, and secured among others Marie Jensen, 20, bay mare, by Kingfisher, dam Clara, bred to St. George, and Impulse, brown mare, 5, by Bassetlaw, dam Zuleika, bred to Madison and St. George.

* * *

Aloha, son of St. Mungo and Ollie, is the premier sire at Greenway Farm, and his stud companions are Blitzen, the "Iron Horse," and Wyalusing, the brother to Potomac. Many winners have been sent out from Greenway, and the breeding operations have all been directed by the master, who is recorded by that august body, the Jockey Club, as "Robert Bradley," while you hear the big turfman called Virginia Bradley on Western tracks, and Pa Bradley down South, but around his own fireside and within the hospitable precincts of the county it is "Bob" Bradley that you hear spoken of so kindly oftentimes.

* * *

Dr. Adam T. Finch, of Chase City, Va., owner, breeder and loyal friend of the light harness horse, and also well known in military circles, formerly as captain of the Mecklenburg Guards and later as surgeon of Seventy-second Virginia Regiment, which latter position he now holds, has been presented by his old command with a handsome silver tureen and waiter, bearing the inscription: "The Mecklenburg Guards," to Major Adam T. Finch, its Organizer and First Commander.

* * *

Sue Norfolk, the great brood mare, by Norfolk, dam Lady Manchester, by Manchester, is now at Pleasant Fields stock farm, Germantown, Md., where she was bred in 1905, to Kinster, 2:14 3-4. Sue Norfolk was bred by the late W. H. Parrish, of this city. She is now owned by L. G. Roper, of Roper, N. C., and is the dam of Lady Thelma, 2:18 1-4, and two others in the list.

* * *

The Virginia bred trotter Silver Socks, 2:19 1-4, by Silvern, is being wintered by Thomas Cannon at Brightwood track, Washington, D. C. Cannon has won some good races with the chestnut gelding and looks for him to trot close to 2:12 or better in 1906.

* * *

Clinton M. Shultz, late of the Southern Tobaconist and Modern Farmer, this city, has assumed management of the Horseman, Chicago, where he is now residing.

BROAD ROCK.

The Spaniard, 2:18 1-4, Pacing, Brown Gelding, by Castleton, 2:10 1-4, With His Owner, H. C. Sternheimer, Up.

A Plea for Moderation.

College life in many of our great institutions is becoming as overburdened with subjects and pleasures as the child's life is. The democracy and simplicity and calm which are of such infinite importance at the period a young man or young woman is usually taking the college course are given away to class distinctions founded on money-spending, to luxury and elaboration of quarters, and to the excitements of the sporting field and the automobile. The moderation, the spirit of equality, the atmosphere which invites to study and to reflection, so strong in the Old World universities, we are in danger of swamping, temporarily at least, by mere multiplication of equipment and the foolish tolerance of luxury in quarters and excitement in diversions. We cannot manufacture, buy, or hire any educational substitute for the family circle, the forest, the field, the natural, simple life of old-fashioned work and play. We cannot make a great college with anything but study, reflection, aspiration. How am I going to get these things for my children—these things which are in reach of the poor, if they will take them, but which the elaborate machinery of life we are creating is snatching from the hands of the rich and the well-to-do? It is the most serious educational problem which the thoughtful father and mother has to face to-day.—McClure's.

MANY HEADS MAY DROP IN BASKET

Fear and Trepidation Among Those Holding Federal Offices in This State.

SOME OF THE CONTESTS

Big Postoffice and Other Appointments to Be Made.

(Special to The Times-Dispatch.)

NORFOLK, VA., December 30.—Heads of the Federal officers will begin to drop in the basket after January 1st. There is a great deal of gossip here as to the result of the contests which are waging for the places of those who are supposed to be selected for political decapitation by President Roosevelt. The result of the contests will show in a measure how the Slemp faction stands with the administration, after promising to carry Virginia for Judge Lewis for Governor, and then failing to secure even an average number of votes. The Republican ticket, for which so many votes were promised, was scarcely recognizable in the election.

President Roosevelt has shown his sympathy and his appreciation of Judge L. L. Lewis, of Richmond, by reappointing him to the office of United States district attorney. But that was done for personal reasons, and the Slemp faction could not have influenced the appointment either way.

The following are the places which have been held for two terms, and which, under the rule of the administration, will have to be vacated:

Suffolk postoffice, Colonel C. P. Harvey. He is in ill health, and will likely retire.

Harrisonburg postoffice, Rev. A. P. Funkhouser, a Dunkard preacher and a politician, who has the influence of the church people, is opposed in the contest by Charles Keezell and Charles Hammer, both of whom have strong influence.

Fort Monroe, John B. Kimberly, postmaster, has been strenuously opposed by former Congressman Harry Libby, who has acquired a great influence in Washington.

Staunton postoffice, Samuel Yost, is opposed by Secretary Fulweiler and Brown Allen, marshal of the western district, is on the anxious bench.

The treatment of those offices will be accepted as a criterion of the treatment Major R. G. Banks, United States collector of customs here, and Fred Reed, postmaster of Newport News, may expect. Both of them are in office for the second term and their terms will expire this summer. There are many minor officeholders in Virginia, whose terms are to expire soon, and who are therefore awaiting the development of the President's policy in Virginia with the greatest interest. The notion prevails that the rule of not appointing an officeholder for the third term will be broken. If not several hearts will be broken and a number of men will be at a loss for a salary.

VINTAGE IN FRANCE.

Consul Jackson Reports Fair Results in Cognac District.

Consul Jackson reports fair results in the Cognac district.

Consul Jackson, of La Rochelle, has furnished a report on the grape crop and the outlook for wine making in what is known as the Cognac district of France. He writes:

The vintage in the Charentes or Cognac district this year has yielded a little more than fair results. The entire season, except the end, was very favorable to the development of the grapes, and the vines were covered with exceptionally luxuriant verdure. However, late in August and early in September rain fell in considerable quantities and on successive days. Instead of the hot, dry weather necessary to mature the grapes the air was cold and moist. The grapes attained full size, the average in the "champagne" districts being considerably more than a pound in weight for the bunches. When the vintage began, on September 20th, the grapes were full size, but not so thoroughly ripe as to give the best results. Consequently the percentage of alcohol this year is lower in the wines than last year. The grape known as the "folle-blanche" was vintaged first, as the fruit began to rot. As the vintage progressed, however, the weather became drier, and the rot, which only affected a few raisins on each vine, dried, and consequently its unpleasant effects did not appear in the wine. The fruit of the St. Emilion, another vine, was not affected with rot at all and was gathered in most districts after the "folle-blanche."

It may be said that the average alcoholic strength of the wines of the cognac region this year will be between seven and eight per cent., while last year there was nine per cent., due, of course, to the larger quantity of sugar in the grap.

The quantity of wine produced this year was supposed to have been about 700,000 hectoliters (185,000 gallons) less than last year. Since more complete returns have been received it is probable that the quantity of wine produced this year will equal that of last year, which was a little over 2,500,000 hectoliters (about 650,000 gallons). The quantity of brandy, however, produced from wine of this strength must be necessarily about one-eighth less. The distillation of these wines has already begun, and although the wines do not present the same agreeable quality to the taste as last year, it is at present impossible to say that the brandies produced from them will not be equally as fine as last year. The results in the "petite champagne" and "bon bois" districts have been astonishing to the distillers, as the new brandies have a splendid bouquet, and there is practically no taste from the rot that appeared late in the season. Of course, it is a little early yet to judge generally, but it would appear that the brandy of 1905 will be almost equal to the very excellent product of 1904.

The Value of Climate.

There is no gainsaying that the "all-around" climate of Los Angeles is the chief asset. Years ago Helen Hunt Jackson, Charles A. Dana, Charles Nordhoff and Charles Dudley Warner gave its climatology extended consideration. They penned a profusion of wonderful wood pictures about the enticement of the balmy air, the cloudless heavens, the green fields and flowering hedgerows of resplendent bloom in this land of sunshine. This fascinating allurement, compelling as ever, is calling thousands. The number of commodious dwellings and artistic cottage homes increase monthly, and the general spaciousness of the building sites impress a visitor. Drop a New Yorker down among the beautiful homes clustering around Chester Place, the West Adams or Westlake districts, and he would marvel at the prodigality in private landscape gardening.—Arthur M. Dole in Sunset Magazine for December.